

## AMENDMENTS TO THE SPECIFICATION

Please replace the title of the invention, found at page 1, line 3 with the following rewritten title:

--IMPACT ABSORBING MEMBER FOR MOTOR VEHICLE--

Please insert the following heading and paragraph at page 1, between the title and the first paragraph at line 5:

### -- RELATED APPLICATIONS

This application is a 35 U.S.C. 371 national phase application of PCT Application Serial Number PCT/JP2004/006776 filed 13 May 2004, which, claims priority to Japanese Application Nos. JP 2003-13549, filed 14 May 2003, JP 2003-373396, filed 31 October 2003 and JP 2003-435957, filed 26 December 2003. Each of these applications is herein incorporated in its entirety by reference. --

Please replace the section title occurring at line page 5 line 13 with the following rewritten section title:

--~~DISCLOSURE OF THE INVENTION~~ SUMMARY OF THE INVENTION--

Please replace the paragraph beginning at page 5, line 14 with the following rewritten paragraph:

--In order to achieve the objects mentioned above, in accordance with a first aspect of the present invention, there is provided an impact absorbing member ~~of~~ for a motor vehicle interposed between a bumper facia and a vehicle body so as to absorb an impact applied to the bumper facia, comprising:--

Please replace the paragraph beginning at page 6 line 4 with the following rewritten paragraph:

-- In accordance with a second aspect of the present invention, there is provided an impact absorbing member ~~of~~ for a motor vehicle interposed between a bumper facia and a vehicle body so as to absorb an impact applied to the bumper facia, comprising:--

Please replace the paragraph beginning at page 6 line 12 with the following rewritten paragraph:

-- [[w]]Wherein the hollow body is structured by a first wall in a side of the bumper facia and a second wall in a side of the bumper beam which are opposed to each other leaving a space, and a peripheral wall connecting peripheral edge portions of both the walls, a plurality of concave rib pairs constituted by one concave rib and the other concave rib are formed by depressing the first wall towards the second wall and depressing the second wall towards opposing the first wall, the one concave rib and the other concave rib have weld surfaces in which leading end portions are integrally welded to each other, a pair of plate-like ribs constituted by one plate-like rib and the other plate-like rib are formed so as to connect a plurality of concave ribs by protruding the first wall toward opposing the second wall, and protruding the second wall toward opposing the first wall, and the one plate-like rib and the other plate-like rib have a weld portion in which leading end portions thereof are integrally welded to each other.--

Please replace the section title at page 12 line 18 with the following rewritten section title:

--~~BEST MODE FOR CARRYING OUT THE INVENTION~~ DETAILED DESCRIPTION--

Please replace the paragraph beginning at page 14 line 11 with the following rewritten paragraph:

--The hollow body 14 has a ~~lot of one~~ plurality of concave ribs 15 and ~~the other concave ribs~~ 16 which are formed by respectively depressing both the first wall 18 and the second wall 19 toward the other sides and are formed as approximately cylindrical pairs, and leading end portions of ~~the one and the other~~ concave ribs 15 and 16 are brought into contact with each other so as to form a weld surface 17.--

Please replace the paragraph beginning at page 15 line 4 with the following rewritten paragraph:

--It is possible to achieve a desired impact absorbing performance without a lateral collapse of the concave ribs 15 and 16 even in the case that an impact direction at a the time of

being collided with the bumper facia is an oblique ~~direction~~ with respect to the concave ribs 15 and 16 formed in the hollow body 14, ~~and~~ ~~[[i]]~~It is also possible to obtain a uniform impact absorbing force even in the case ~~that~~ where the impact is applied to an optional position, by forming weld surface 17, which is obtained by depressing both of the first wall 18 and the second wall 19 toward the other sides, bringing the leading end portions into contact with each other and integrally welding, and forming the weld portion 24 which is obtained by protruding both of the first wall 18 and the second wall 19 toward the inner side of the hollow portion 14, bringing the leading end portions into contact with each other and integrally welding.--

Please replace the paragraph beginning at page 18 line 11 with the following rewritten paragraph:

--Further, in the first and second embodiments in accordance with the present invention, a concave groove-like connection rib 26 rising up in a forward moving direction of the motor vehicle may be interposed ~~at least one of~~ between at least one pair of the adjacent ~~one~~ concave ribs 5 and 5 or 15 and 15, and at least one pair of the adjacent other concave ribs 6 and 6 or 16 and 16. --

Please replace the paragraph beginning at page 18 line 17 with the following rewritten paragraph:

--As shown in FIG. 1 or 11, the connection rib 26 formed in on a virtual straight-line *g* having an approximate angle with respect to a horizontal line. The virtual straight-line *g* can be optionally selected in a range between 0 degree and 90 degrees with respect to a parallel line. However, the range between 30 degrees and 60 degrees and 90 degrees is preferable in view of the impact absorbing characteristic and the molding characteristic. In this case, the plate-like rib 22 is formed on the horizontal line in FIG. 11, and the connection rib 26 is formed on the virtual straight-line *g* having an angle of approximately 90 degrees with respect to the horizontal line. In other words, the plate-like rib 22 and the connection rib 26 are formed in an approximately orthogonal direction, and supports each other, and it is possible to preferably prevent the concave rib 6 or 16 and the plate-like rib 22 from laterally collapsing with respect to the impact.--

Please replace the paragraph beginning at page 19 line 10 with the following rewritten paragraph:

--The connection rib 26 can be formed on the virtual straight line "g", and the virtual straight line "g" has an angle  $\alpha$  between 30 and 60 degrees with respect to the horizontal line, as shown in FIG. 2. Further, ~~an~~ the added length of all the connection ribs 26 is set to be within a range between 20% and 60% of ~~an~~ the added length of all the virtual straight lines "g" including the first wall 8 or 18, the second wall 9 or 19 and the peripheral wall 10 or 20.--

Please replace the paragraph beginning at page 19 line 18 with the following rewritten paragraph:

-- In the case that the added length of all the connection ribs 26 is less than 20% of the added length of all the virtual straight lines "g" including the first wall 8 or 18, the second wall 9 or 19 and the peripheral wall 10 or 20, the rigidity of as the impact absorbing member is deteriorate[[d]]s, and the first wall 8 or 18 and the second wall 9 or 19 are contacted against the impact load from the external portion, that is, a so-called bottoming phenomenon is generated. On the contrary, ~~[[I]]~~in the case that the added length is more than 60% ~~on the contrary~~, the rigidity is increased too much and a the cushioning performance is deteriorate[[d]]s.--

Please replace the paragraph beginning at page 22 line 27 with the following rewritten paragraph:

-- As is apparent from FIG. 16, the impact absorbing force is smaller in the comparative embodiment in comparison with the other embodiments. An impact absorbing value is obtained by an area of a portion surrounded by a curve and a horizontal axis below the curve. Since a slope just after the collision is ~~slow~~ gradual in the comparative embodiment in comparison with the other embodiments, the absorbing force of the comparative embodiment is lower. Further, since the comparative embodiment uses the polyurethane foam as the foam body, the polyurethane foam is broken to pieces due to the collision. Accordingly, a chatter noise is generated within the bumper due to the broken pieces, and the bumper cannot be reused once the impact is applied.--

Please replace the paragraph beginning at page 23 line 12 with the following rewritten paragraph:

--In the impact absorbing member 1 or 11 of the motor vehicle in accordance with the embodiment of the present invention, since the hollow body 4 or 14 made of plastic and is interposed between the bumper beam 3 or 13 in the side of the vehicle body and the bumper facia 2 or 12, the bumper beam 3 or 13 can absorb a high impact value (20 kN or higher) generated at a time when the motor vehicle equipped with the impact absorbing member 1 or 11 is collided with and brought into contact with ~~the~~ another motor vehicle or ~~the~~ another body. Further, a low impact value (5 kN or lower) generated at a time when the motor vehicle is collided or brought into contact can be absorbed by the hollow body 4 or 14. --